

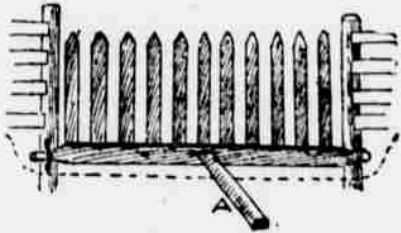
ROAD & FARM IMPROVEMENT.

A GOOD FLOOD GATE.

One That Will Stay in Place the Year Around and Turn Stock from Adjoining Fields.

Those who have large ditches or creeks running through their farms are desirous of getting a good, serviceable flood-gate, one that will stay in place all times of year, and turn stock from adjoining fields. The old-fashioned flood-gate, hung by the top to a foot log, was always being pushed open by hogs and calves, unless staked down, and then the first heavy freshet was sure to burst it from its fastenings and carry it down stream.

The gate shown in cut can be made upon any farm, and when in place will take care of itself. Two posts are set near the outer banks of the chan-



EFFECTIVE FLOOD GATE.

nel; an oak log ten to fourteen inches in diameter is fashioned like a windlass and attached to the posts, as shown in illustration, with clamp bands made from heavy iron and fastened with lag screws to posts. The roller is then bored full of two-inch auger holes, the desired distance apart, to receive the pickets, which are split from tough oak. A weight shown at A completes the job. This weight is intended to keep the gate always in an upright position, and should be placed upstream, i. e., above the flood-gate. When heavy freshets are in evidence, the force of the water raises the weight and allows easy passage of water, driftwood, etc. and as the water subsides the weight settles back, leaving the gate in proper position, where hogs cannot root it out nor other stock trespass into adjoining fields. The weight must be made to correspond with height and weight of gate. If the weight be too heavy so that the force of current does not open it, saw a piece off of weight. Only actual test will determine this. D in the illustration is the surface line of the water.—George W. Brown, in Ohio farmer.

PHILIPPINE ROADS.

A Million Dollars to Be Spent in the Improvement of Roads at and Near Manila.

The Philippine commission has appropriated \$1,000,000 for the improvement of the roads in the island of Luzon. If this sum be wisely and economically expended in constructing highways connecting important towns, so as to enable the inhabitants to have easy communication with each other, even during the rainy season, it will have a beneficial effect upon the people of the territory through which the roads pass probably greater than could have been secured by any other expenditure.

The Spaniards did not seem to regard a road as necessary or even desirable unless it would serve a military purpose. The railway from Manila to Dagupan gave them ample means of transporting troops, ammunition and stores between those places, and beyond Dagupan they built a fine, broad macadamized boulevard as far as Vigan. There is a similar highway across the island near its southern extremity. Generally speaking, however, Luzon has no roads, except these two, that can be traveled by a vehicle in the rainy season, and few of them are navigable on horseback. Naturally the Filipinos do not stray far from their home villages, and news as well as merchandise does not circulate freely. It is no uncommon thing to find a variety of dialects spoken by the natives in traversing 30 or 40 miles, and this diversity of language has been perpetuated by the difficulties in the way of travel.

Already a start has been made by the United States officers in Manila, where the streets have been greatly improved, and this feature of American progress has been one of the most popular of any introduced by our people. There seems to be a noticeable connection between the means of communication of a country and its progress toward civilization. Bodily motion appears to stimulate movement mentally and spiritually. If, therefore, the \$1,000,000 just appropriated for good roads in Luzon is devoted to the making of satisfactory highways and is not partly diverted into the pockets of shiftless and dishonest contractors who give no equivalent therefor, it is probable that whatever may be the ultimate fate of the island, future generations of Filipinos will applaud the first legislative act of the American commission as one of the wisest steps it could have taken. —Chicago Record.

Philippine Forest Preserves.
Upon the recommendation of the war department the agricultural department is preparing an order setting apart as forest reserves the island of Mindanao, which is north of the island of Panay; also the island of Paultani, which is one of the extreme group of the Jolo islands of the Philippine group. Officers of the army who have been investigating the islands have found that these are the richest lands in the world for rubber trees, and it is the intention of the Washington authorities to have the trees preserved and sold for.

BUILDING GOOD ROADS.

Excellent Object Lessons Given Annually by the United States Department of Agriculture.

The good roads question is to-day the subject of a vast agitation, begun first by wheelmen, taken up by the government, and now a matter of legislative consideration the country over. As a result, ten states have exhibited at the present universal exposition in Paris illustrating how perfect roads ought to be built. This from a country that still has, in part, the worst roads in the world, is rather daring, but it is also an indication of what is being done. The ten states in question know what they are talking about. They had the worst roads, and now they have (or, at least, they are constructing) the best.

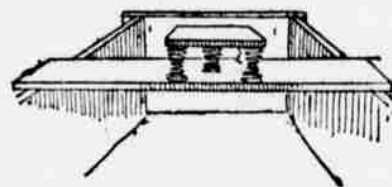
It will be a matter of news to many to learn that the United States government has gone into the road question in the most energetic and thorough manner imaginable, and having through the department of agriculture, studied what constitutes a good road and why good roads are needed, has gone to work to spread the information and teach the people. It has experiment stations in every state in the union, where lessons in roadmaking are taught. Hundreds of pamphlets showing just how a good road is constructed and how it may be preserved have been published by the government, and may be had for the asking. Object lessons in road building are given annually in every state in the union, when in some worst sections a quarter or half, or even a mile, of excellent roadway is constructed, and the people shown how and why it ought to be done. These object lessons, begun in 1894, have done more than anything else to start the great movement which is now furthering the construction of perfect roads the land over.

The government, in these exhibitions, ordinarily constructs three specimen roads—a modern macadam, a sand and ordinary dirt road. When these roads are completed, a heavy farm wagon, loaded with produce, is drawn over each of them, and the amount of force required to haul it is determined by the use of a trackometer. This instrument is so constructed as to accurately register every pound the horses pull at every stage of the haul in plain view of those in its vicinity. It is made clear by these experiments that a team harnessed in the ordinary way is subject, under the best conditions, to a continuous jerking motion, which must, on even the smoothest country road, greatly increase its fatigue. On a dirt road in bad condition this jerking becomes a succession of heavy blows transmitted to the team by means of a collar. They are cruelly painful, bruising the shoulders, harassing and torturing the animals, constantly lessening their value as well as directly decreasing the amount of the load that it is possible to haul.

A TAIL-BOARD SEAT.

It Can Be Made and Adjusted in a Few Moments and Costs But a Few Cents.

Take one of the rear endboards, or "tailboards," as they are often called, and fit a cleat to one end of it, as



TAIL BOARD SEAT.

shown in the cut. A small hole and wire nail will keep the board from slipping at the other end. Five chair or sofa springs nailed to the middle, with a short board nailed above them, will make a very comfortable seat, and one that will not be in the way when it is desired to use the board as "tailboard."—N. Y. Tribune.

Cement Floors for Dairies.

In the creamery and in the dairy the old wooden floor should give way to the cement floor of the best quality. The movement in this direction is already on and the cement floor has become very general. Especially in the creameries is this the case. The wooden floor absorbed moisture and odors and gave out the latter again reinforced. The wooden floor has been found impossible to keep clean. It is so constantly wet that it has no chance to be purified by the air. The same is largely true of the floor in the private dairy. In the largest milk selling establishments in Chicago the cement floor is considered an essential, as a large quantity of water is daily used in flooding the floors to insure cleanliness. In the long run the cement floor is cheapest, for it will outlive several wood floors that are daily soaked with water.—Farmers' Review.

Science of Seed Sowing.

It should not be forgotten in sowing vegetable seeds, and, for the matter of that, all seeds, that they must have air, moisture and darkness in order to sprout properly. If sown deeper than they desire they rot; if too shallow, the light is too intense or they do not get moisture enough. As a rule they should be as near the surface as possible, with the rather dry earth packed around them as firmly as possible. The surface earth should be rather dry or it will not powder well—and this is important in connection with air. There is no air in a soil pressed when wet—but the more dry earth is pressed and pounded the finer and more porous it becomes. There is a great art in getting seed to grow properly—and yet the art is very simple when the principles are understood.—Mechanics Monthly.

HOPE LONG DEFERRED.

When Riches Came at Last George Wedekind Had Lost His Capacity for Enjoyment.

Luck, as it is interpreted in the mining camp, has been emphasized in the case of George Wedekind, of Reno, Nev.

Years and years ago, when George Wedekind was young, he went west in a fever for gold. All up and down the famed coast country of the California he wandered, bootless. The gold was not for him. As the country settled he drifted from town to town, tuning pianos. It was his trade. He brought his wife to Reno, finally, and the two settled down to the scant existence that piano tuning in a western town afforded.



UNCOVERED A GOLD MINE. (After Many Years Fortune Smiled on George Wedekind.)

Wedekind was 72 years old when one day he went hunting. Even the game had suffered from the civilization that had come to the state and then gone to such measures as to leave it a population less than it had when admitted to the union. He was discouraged by hunting and was returning moodily homeward. Climbing down the side of a bluff his foot slipped—

And uncovered a gold mine! He saw the unmistakable "color" in the yellow earth and he staked right and left. Reno awoke to a new gold fever and the stakes were planted everywhere that they had not been driven before. One hundred thousand dollars was bid for his first claim and the old man and his wife are said to be worth \$1,000,000.

But long years of hardship have dejected this great sum. Privation and makeshift means to live have so affected the old people that they have little capacity for enjoyment of their great wealth. They live in the same little house in the same frugal way that they had lived for 30 years or more. They have better food and better clothes, but the old man's chief pleasure is to "potter" around the mine, while the wife sits with folded hands looking across the alkali plains, day-dreaming.

HIS RISE WAS RAPID.

Career of Count Buelow, Germany's New Chancellor, Considered Phenomenal by Europeans.

Count Bernhard von Buelow, who has crowned his rapid and brilliant rise to political power and fame by becoming the chancellor of Germany in the place of Hohenlohe-Schillingfurst, has the shortest career of any of the great statesmen and diplomats of the world. At 50 he finds himself at a pinnacle of eminence reached by others only after laborious and hazardous toil and waiting. Von Buelow until 1880 had done no better than serve as the secretary of embassy at Rome, St. Petersburg and Vienna. Until 1888 he had not reached the dignity of plenipotentiary, and he was then made minister to the insignificant post of Roumania. In 1893 he was appointed to the mission to Italy, where he remained several years. In 1897 Count von Buelow was selected by the kaiser for the post of foreign minister, and since that time he has been the emperor's right-hand man. During his ministry in the foreign office he has developed splendid capabilities in statecraft, which will have the freest play should he succeed to the station once occupied by Bismarck.



COUNT VON BUELOW. (Just Appointed Chancellor of the German Empire.)

American Salmon in Demand.
Another American product that is already affected by the Chinese war is canned salmon. Besides a shortage of from 500,000 to 750,000 cases, as compared with last year, the Japanese government is placing heavy orders in the local market for salmon to feed its army.

QUEEN WILL MARRY.

Girl Ruler of Holland Has at Last Found a Bridegroom.

The Happy Man is Duke Henry of Mecklenburg-Schwerin—Announcement Was a Surprise to Court Society.

Queen Wilhelmina has proclaimed her betrothal to Duke Henry of Mecklenburg-Schwerin, a dashing young officer and a special favorite of Kaiser Wilhelm.

Duke Henry is tall, bright-looking and German in appearance. He is a lieutenant in the Prussian Life guards and is also attached to the Mecklenburg fusiliers.

The marriage will take place next spring.

The duke is scarcely known in Amsterdam and not particularly well at The Hague. It was rumored that the queen had selected his elder brother, Duke Adolf.

By betrothing herself to the duke of Mecklenburg-Schwerin Queen Wilhelmina disappoints all the schemes of royal matchmakers. The name of the bridegroom selected has at no time been coupled with hers. The news of the engagement will bring disgust to a dozen or more highly eligible princes of royal families. Here are a few of them to whom she has actually been reported betrothed at one time or another:

Prince Frederick William, oldest son of the kaiser.

Prince William of Wied.

Prince Bernard Henry of Saxe-Weimar.

Prince Harold of Denmark.

Prince Nicolas of Greece.

Prince Eugene of Sweden.

Prince Alexander of Teck.

Prince Frederick Henry of Prussia.

Prince Adolph Bernard of Schaumburg Lippe.

Prince Louis Napoleon.

Prince Max of Baden.

The queen, in choosing the duke for a husband, has fulfilled the requirements of the law which demand that she shall marry a Protestant and that he shall be a prince of a reigning house. The Mecklenburg-Schwerins have been devout Protestants from the time of the reformation and they



DUKE HENRY OF MECKLENBURG. (Engaged to Marry Queen Wilhelmina of The Netherlands.)

constitute a reigning family, though their principality is small.

Queen Wilhelmina celebrated the twentieth anniversary of her birthday on August 31, and it was then expected that she would announce her choice at the banquet given in her honor at Amsterdam. She only promised that she would do so before Christmas.

Not since Queen Victoria ascended England's throne, 62 years ago, have so many princes sued for one lady's hand.

It is absolutely imperative that the queen should marry without delay. The security of Holland, the permanence of the dynasty and the continuance of the country in quiet, monarchical ways depend upon this event. She is the last representative in Holland of the ancient and illustrious house of Orange, which is forever endeared to the Dutch people by the services of William the Silent. All her near relatives are descended on the paternal side from some German house and there is nothing the Dutch fear more than absorption into the German empire.

The young queen early showed symptoms of independence in the matter of choosing a husband. She rejected her cousin, Prince Bernard of Saxe-Weimar, because he was so ugly. Nevertheless, it was confidently expected that she would finally marry a man indicated to her for reasons of state.

It was reported some time ago that she would certainly accept the suit of the German crown prince. It is an open secret in court circles that she was deeply in love with Frederick William, a fact which was substantiated during her recent visit to Berlin, where they were always together. When Kaiser Wilhelm stopped at Schwerin after his visit to Queen Victoria it was rumored that a match had been arranged. It is believed that the queen declined of account of the deep-rooted antipathy of her subjects to the Germans and their fear of being absorbed in the German empire.

A Trifle Too Aesthetic.

An aesthetic English vicar at Wembly will not allow the word "died" to be put on the tombstones of the people buried in the cemetery. He insists on phrases like "departed this life," or "passed away," or "entered into rest," and says that "died" is a denial of the Christian teaching of immortality.

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